

FIG. 1

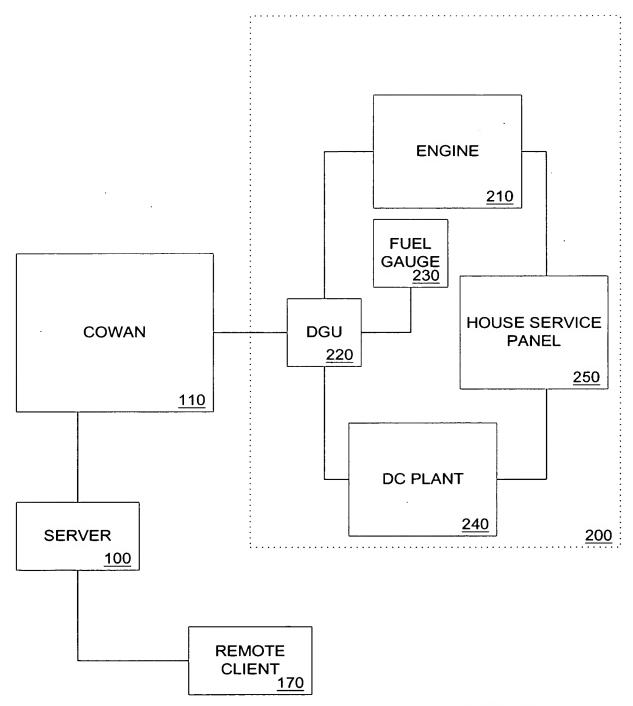


FIG. 2

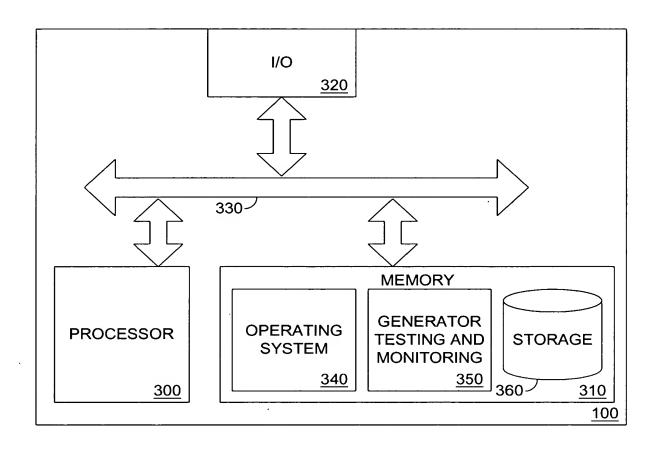


FIG. 3

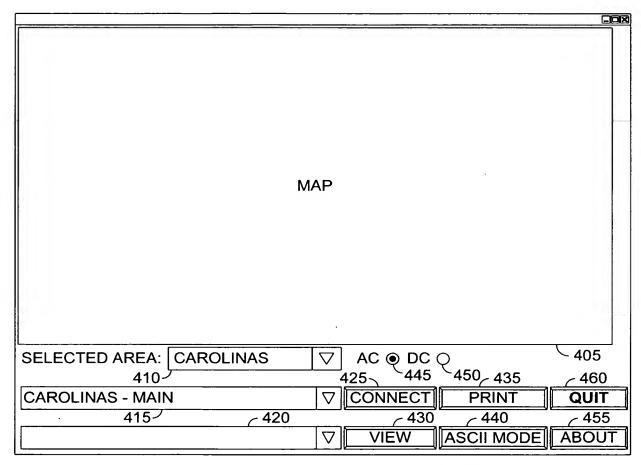


FIG. 4 400

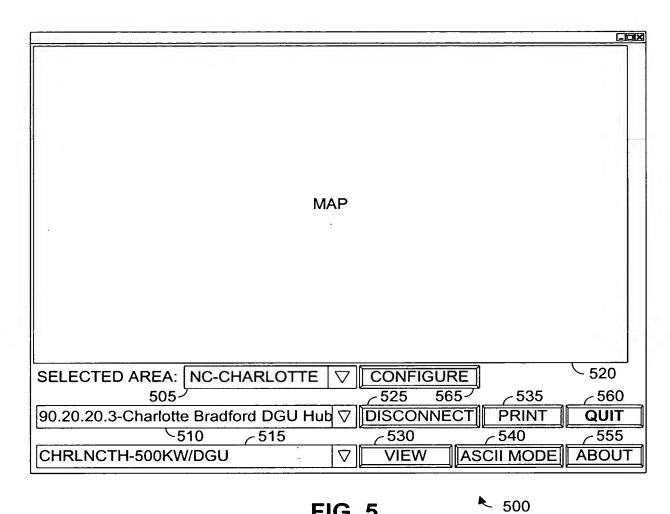


FIG. 5

10/9/2003 KGM	TNCMA	-115KW/DGU 86 -/ 610	5.160.124.205, 20			
	ACTIVIT		PPED HOUR	METER 461.11		
	E 0 HRS 0 MIN	ENGINE STOP				
			615	Z 690		
AC POWER FAIL SIM	625	_~ 685		AC VIEW 🔽		
ENGINE MINOR	<u> </u>					
ENGINE MAJOR	<u> </u>					
AC POWER FAIL	640	FREQUENCY	ENGINE SPD.	ENGINE PH1		
PROPER OPERATE	645		ENGINE SPD.	LINGINE FITT		
ENGINE FUEL LOW	OV					
ENGINE FUEL LEAK	0 650			/ /		
055		FUEL PRES.	OIL PRES.	ENGINE PH2		
START BATT. 655		ENGINE	COMMERCIAL			
9 VOLTS 16		VOLTAGE	AC			
FUEL COOL	TEMP	90 L1-N 140	50 L1-N 150	ENGINE PH3		
0 GALS.1000 50 DEG	SS.280	90 L2-N 140	50 L2-N 150			
660 665						
REFRESH RATE (S)	9	90 L3-N 140	50 L3-N 150	<i>\</i>		
EMERGENCY STOP	_	150 L1-L2 250	150 L1-L2 250	KILOWATTS		
670		675 ⁻	680 ⁻⁾			
			▶ 60	0		

FIG. 6

10/9/2003 KGMTN - 605	СМА	-11	5KW/DGU 86.16	60.124.205, 206	9:46 AM		
ENGINE START EN	SINE	RU	INNING/ INDEF	INITE HOUR	METER 360.99		
∠620		EN	GINE RUNTIME	0 HRS 29 MIN 610	ENGINE STOP		
AC POWER FAIL SIM		625	COE	AC VIEW □			
ENGINE MINOR	0	630	685				
ENGINE MAJOR	0	635					
AC POWER FAIL		ノ 640	(")		\ " +		
PROPER OPERATE		/	FREQUENCY	ENGINE SPD.	ENGINE PH1		
ENGINE FUEL LOW		645					
ENGINE FUEL LEAK	0	650					
			FUEL PRES.	OIL PRES.	ENGINE PH2		
START BATT. 655			ENGINE	COMMERCIAL			
9 VOLTS 16			VOLTAGE	.AC			
FUEL COOL	ΓΕΜΙ	P	90 L1-N 140	50 L1-N 150	ENGINE PH3		
0 GALS.1000 50 DEG	S.28	30	90 L2-N 140	50 L2-N 150			
660 665			90 L3-N 140	50 L3-N 150			
REFRESH RATE (S) 2	.683	5	- V	, , , , , , , , , , , , , , , , , , ,			
EMERGENCY STOP			150 L1-L2 250		KILOWATTS		
670			675	680 ^{-/}			

FIG. 7 • 700

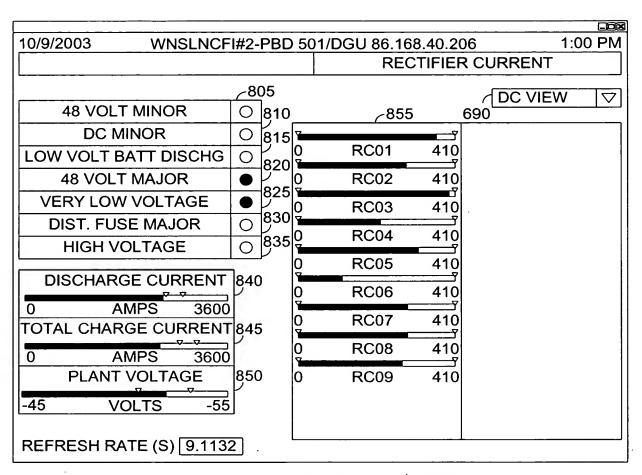


FIG. 8 800

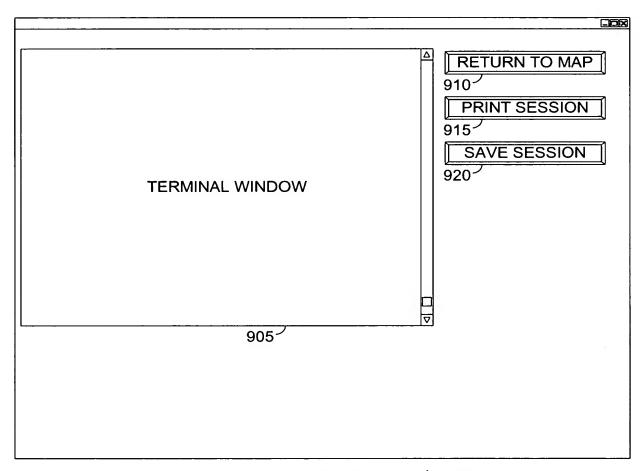


FIG. 9 • 900

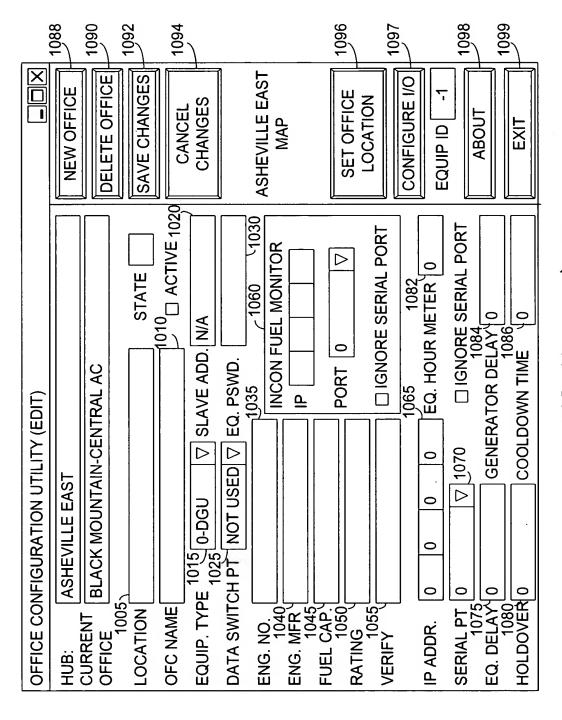


FIG. 10 ► 1000

		1 1																			
		-1144	CHAN Δ	N/A	N/A	N/A	N N	N/A	N/A	N/A	N N	N N	N/A	A N	N N	N/A	A N	N/A	Δ	CLOSE	-1162
56	EQ. ID	_1142		X	×	×	×	×	×	×	×	×	×	×	×	×	×	×		3	
1154 1156	AC DEL DC	c1140	MIN VAL MAX VAL MIN ALARM MAX ALARM VISIBLE	190	190	190		1830		0		128	128	128	224	130	130	130			00
		~	RM M	7	7	7	65	7	61	02	6	7	7	1,	2	+	7	1		_	1100
-1152	FUEL	71138	MIN ALA	145	145	145	50	1770	59	30	ဗ	106	106	106	180	06	06	06		0KW/DG	7
1150	DC ADD	1134 1136	MAX VAL	220	220	220	22	1900	63	80	12	140	140	140	250	150	150	150		ACMENCMA-60KW/DGU	FIG. 11
NALS)	AC ADD	C1148 _11:	MIN VAL	0	0	0	0	1700	25	20	0	06	06	06	150	50	50	50		ACIV	
RATION (DC SIGNALS)	SNL ADD	71132	CHANNEL	A26	A27	A26	A27	A26	A27	A26	A27	A26	A27	A26	A27	A26	A27	A26		CEL	-1160
URATIO	ODC SC	3.7		F 1	E 1	E 1		ED	oj U		SURE	Z- Z-	2-N	3-N	1-L2	Z-		-3-N		CANCEL	58
I/O CONFIGU	●AC SGNL ○DC SGNL ADD AC ADD DC ADD FUEL DE	1146		ENG. PHAS	ENG. PHAS	ENG. PHAS	KILOWATTS	ENGINE SPI	ENGINE FRI	OIL PRESSURE	FUEL PRES	VOLTAGE L	VOLTAGE L	VOLTAGE L	VOLTAGE L	COMM. AC I	COMM. AC L2-N	COMM. AC I		SAVE	11
5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5												ני									

																\triangleright			
	5	1244	CHAN	N/A	N/A	FALS	FALS	FALS	FALS	FALS	FALS	FALS	FALS	N/A	N/A	N/A	Δ	CLOSE	-1262
	EQ. ID	1242	VISIBLE	×	×	×	×	×	×	×	×	×	×	×	×	×			
-1254 1256	AC DEL DC	1240	MIN ALARM MAX ALARM VISIBLE	009	009	-50	0	0	0	0	0	0	0	220	220	220			00
	UEL	1238	MIN ALARM	540	540	-50	0	0	0	0	0	0	0	0	0	0		31H/DGU	2 1200
250 _ 1252	DC ADD F	,1236	MAX VAL	800	008	-45	0	0	0	0	0	0	0	230	230	230		WLMGNCLE-1231H/DGU	FIG. 12
NALS)_1	AC ADD	1234	MIN VAL	0	0	-55	0	0	0	0	0	0	0	0	0	0		WL	
RATION (DC SIGNALS) 1250	GNL ADD	1232 1248	CHANNEL MIN VAL	A02	F02	A01	B02	B04	B05	B01	B06	B 03	B07	A03	A04	A05		CANCEL	.eo
I/O CONFIGURATIC	OAC SGNL @DC SGNL ADD AC ADD DC ADD FUEL	1246		DC DISCHARGE CURRENT	DC TOTAL CHG CURRENT	DC PLANT VOLT.	48 VOLT MINOR	DC MINOR	1214 LOW VOLT BATT.	48 VOLT MAJOR	VERY LOW VOLT.	DIST FUSE MAJ.	HIGH VOLTAGE	RECTIFIER 1	RECTIFIER 2	RECTIFIER 3		SAVE	1258
1202 CURRENT 1204 CURRENT 1206 CURRENT 1208 DC TOTAL C 1210 DC DISCHA 1210 DC DISCHA 1210 DC DISCHA 1211												ני							